



"Jim! Come on in here. I want to talk to you. And bring in some wood when you come."

And that is the way the fire wood was coaxed into the house every fall. But Jim liked the method and it worked every time. And what comfort they found in that wonderful heater—

Cole's Original Air-Tight Wood Stove

The rooms were always cosy and warm. Every morning found plenty of fire still in the stove, ready to immediately re-kindle the fresh wood. No time lost in making a fresh fire. No ashes to lug out daily—once a month was often enough. Comfort and economy always—Why not, when they had the best wood-burning stove made?

The only stove of absolute Air-Tight, Stay-Tight construction, without which fire control is impossible.

If you want comfort—lots of it—at little expense, come in and see this remarkable stove.



The Amendments.

JEFFERSON CITY, September 26th. The eighth of the series of arguments on the measures to be submitted to vote at the coming election was today issued by Secretary of State Cornelius Roach. Those wishing to vote intelligently on Propositions Nine and Ten should preserve this article. The sole purpose in giving these arguments is to furnish information to the voter, and the Secretary of State is in no way responsible for assertions made on either side of any subject discussed.

The champions of Propositions No. 11 give the following reasons why the measure should be adopted:

The Excise Commission in St. Louis, so far as granting of liquor licenses is concerned, bears the same relation to the city that the county court of each county bears to the county. It is the source through which the liquor traffic is governed. If the county can select its county judges, and does so, then the city should have the same duty relative to the liquor traffic that is performed by the county court.

Proposition No. 11, which is the "Home Rule Excise Bill," passed by the Legislature, will be submitted to the voters of the State under the referendum, while Proposition No. 12 is the "Home Rule Police Bill." Reasons for sustaining one will apply with equal force to the other.

In addition to the question of home rule involved, there is a further argument to be advanced. St. Louis has never wavered in its support of State government. With but one-fifth the population of the State, the city pays practically forty per cent of the revenue to maintain the State government. Also paying two-fifths of the taxes to maintain the State, the city has but one-sixth of the representation in the State Senate, and but one-ninth of the representation in the House of Representatives.

Surely, if the city of St. Louis, without complaining, thus liberally supports the State government, it is incumbent upon the voters in all parts of Missouri to assist St. Louis in securing control of two of its important branches of government. Vote for the "Home Rule Excise Bill."

OPPOSING ARGUMENT.

The opponents of Proposition No. 11 give the following reasons why the measure should be voted down.

Voters of all parties should vote "No" on Proposition No. 11. This is a vicious measure. It would result in a large increase of taxes and a destruction of the efficiency of our government. The laws enforced by the Excise Commission are State not city laws. The experiment in other States of so-called fake home rule measures has invariably worked disaster to State. The proposed law is not in harmony with the platform of any political party. It is a bogus measure fostered by interests that have determined to place a burden upon the State which is now borne, as it should be, by St. Louis.

This law would build a bureaucracy in St. Louis which would compel nominees of all parties to bow down before it. Those desiring nomination would have to treat with powers controlled by powerful brewery and liquor interests. A conspicuous example of the effect of such laws may be seen in East St. Louis, Illinois. As a result, that city is practically bankrupt, improvement bonds repudiated, and a large number of city officials under indictment.

In conjunction with this measure is another vicious law known as Proposition No. 12, the home rule police law. This means placing in the hands of brewery-made may or the entire police system, whose support would strengthen the political junta that would thus be enabled to dictate to Missouri the nominees and choice of all State officers. Vote "No" against both these measures. They are unwise, unfit, and would prove a disaster to the State of Missouri.

Those favoring Proposition No. 12 give the following reasons why the measure should be adopted:

State Historical Society HAPPY DAYS

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What Railroads Do With Their Income.

THE LARGEST EMPLOYERS OF LABOR.
BUYERS OF STEEL, COAL, TAX-
PAYERS IN THE COUNTRY.

In the beginning of the present article on the railroad situation it is pertinent to remind the reader that the transportation companies and the public face each other under radically changed conditions to-day from those which prevailed a few years ago. On the one hand, the Inter-State Commerce Commission and the different states, either through their Public Service Commissions or Legislatures, say what rates the railroads shall charge for service. On the other hand, the proposal made in the present Congress that the Inter-State Commerce Commission be empowered to pass upon all new railroad securities before they can be placed upon the market and like powers having already been conferred within the states upon the different Public Service Commissions, means that the last vestige of control over their finances will have been taken away from the railroads, and that henceforth their fate lies absolutely in the hollow of the people's hands.

Furthermore, it must be said for the stockholders and the managers of the roads that they have no protest to offer against this stringent governmental regulation. The only plea they make is that the value of their securities be not destroyed and that they be permitted to receive living rates so they may continue to render efficient and adequate service to the people. The proposal to submit all new securities to official investigation before they are placed upon the market, if fairly interpreted and exercised, will have the approval of nine out of ten railroad officials throughout the country. In view of these changed conditions, therefore, and the fact that the people have taken over the entire control and regulation of the railroads, why should they not be as fair to them as they are to all other great national industries? That they will be, once they come to understand the true situation, is the confident belief of those entrusted with the responsibility of railroad management and those who have put their money into these huge properties. The attempt upon the part of certain political opportunists to create an impression in the public mind that the railroads represent some great sinister influence in the nation is utterly absurd. With several million investors, large and small, owning the transportation companies, with nearly two million employees working for them and with scores of millions traveling and shipping freight over them, the railroads constitute the most democratic as well as gigantic institution in the country to-day—an industry owned by the people, operated by the people, and controlled and regulated by the people, and intensely essential to the comfort, convenience and prosperity of our entire population.

In last week's article the grave crisis which confronts the railroads because of the European War which has indefinitely closed the foreign money markets to them was briefly explained. The fact was also cited that American railroads are not owned by a few rich men as many have thoughtlessly come to believe—that on the contrary, 95 per cent of their ownership is in the hands of hundreds of thousands of stockholders, large and small; furthermore, that all the old line life insurance companies, hundreds of savings and other banks, benevolent institutions, etc., have many millions of their assets invested in railroad bonds, and that therefore millions of holders of life insurance policies and bank depositors are vitally concerned in preserving the full value of these securities, which have always been regarded as the greatest and soundest basic investment in the Nation.

Where Railroad Receipts Go

We now wish to briefly analyze what the railroads do with the money which they collect for carrying freight and passengers in order that the reader may realize what a tremendous factor they are in the every day business life of the country. Just as the idea has prevailed in the minds of many that the railroads are owned by a handful of rich men, so the thought has also found deep root that they collect millions of dollars from the public which goes into the coffers of a few men and is thereupon expended in the most wasteful manner.

At the end of the fiscal year ending June 30, 1913, the records at Washington show that the railroads of the United States had collected a gross income from all branches of their service amounting to \$115,422,515. Of this sum \$1,373,330,589 was paid out for labor—or, to put it in another way, almost 50 cents out of every dollar they took in was immediately paid out to the hundreds of thousands of men and women whom they employ in the conduct of their business. For maintenance of way, equipment, depots, etc., they disbursed \$229,367,491—or almost another billion dollars, and in this vast item the reader can grasp what railroad prosperity means to the great steel mills, the lumber and coal industry, the big car and locomotive building concerns and other sources of railroad supplies. In taxes they paid out the enormous sum of \$129,052,922, which helped to maintain the public schools, public highways and other revenue expenses of every state, county and incorporated town and city in the country. After paying their operating expenses, the interest on their funded debt and dividends on their stock, which averaged only 4.28 per cent, the railroads had left in 1913 a balance of \$183,705,547 with which to make improvements and to use as a surplus fund for emergencies of one kind and another. In other words, after the railroads got through paying for their labor, steel, lumber, coal, interest, dividends and other necessary expenses, the above \$183,705,547 was all the surplus they had left for them-

selves out of an income of more than three billion dollars, and this, too, upon properties worth the gigantic sum of twenty billions. Thus it can be seen that on the basis of the present rates the railroads pay back to the public in one way and another practically every dollar they receive for service. As was stated in the previous article, the operating income of the railroads for the fiscal year ending June 30, 1914, was \$129,000,000 less than for 1913—while expenses and taxes were \$76,000,000 greater. It can therefore be seen at a glance that unless the railroads are given some increase in rates in the very near future the time when many of them will go upon the rocks of financial ruin is not far off—and yet the slight increase necessary to save them is so small that the average citizen would not be conscious of it after it had gone into effect. In a future article this question will be more fully discussed.

A Barometer of Prosperity

It is an old saying that when the railroads are prosperous everybody is prosperous—and the manner in which their income is disbursed, as above explained, tells the reason why. In short, for years they have been regarded as the great business barometer of the Nation. No other industry in the country employs so many men as do the railroads—and furthermore it is a high grade of labor employed upon as incentive a basis as obtains in any other large industry. When times are good nearly two million people, first and last, derive their living from the railroads—and when this vast army is working full time and is contented the millions they pay out for merchandise and for the living necessities produced on the farm cannot help but have a tremendous effect upon the Commerce and Agriculture of the Country.

But this is only half the story. Aside from the nearly two million operatives directly employed upon the railroads in normal times, the hundreds of thousands of men who work in the great steel mills, the coal mines, the lumber industry and in the big car and locomotive shops are equally vitally affected—for when the railroads are making extensive improvements and buying heavily of these supplies it means that the great industries are running full blast while when the railroads are subsisting only upon absolute necessities it means that many of them are only working half shift.

Why Men Are Idle

Every man who reads the newspapers knows that our large cities have been crowded with idle men for a number of years. This has not been due so much to police and other causes as we have been passing through one of the most marked business depressions in the history of the country—a period of readjustment in the industrial world in which a groping after sound economic policies, bad crops, etc., have all played their part. That much of the trouble situation in the labor world however has been due to the fact that the railroads have been and are now facing the most critical period in their history is so true that extended argument is superfluous. Struggling against an ever increasing cost of labor, operation and supplies and an ever diminishing net income they have had to economize in every direction—and in the frantic endeavor to keep their heads above water they have been forced to discontinue hundreds of trains, to cut the forces working in the coal mines, to shut down and to discontinue with many thousands of former employees. In like manner, cutting down the purchases of steel, lumber, coal, new cars and locomotives have likewise affected the payrolls of these industries—and hence the army of unemployed which for some years has been haunting every city in the land.

The Farmer Viciously Concerned

That the farmer has a very vital and personal interest in this situation should be apparent at a glance. When the millions of laboring men in the United States are profitably employed and when all our great industrial enterprises are running full shift, it means that he will have a larger demand and receive a higher price for the things he produces on his farm—for his corn, wheat, pork, beef, mutton, cotton, wool and other farm products. In other words, so interdependent have we become, and so closely allied are the interests of the farmer, the merchant, the manufacturer, the laborer and every other great National industry that the prosperity of all when times are good, the railroads spend around \$600,000,000 a year for betterments, extensions and new lines—and this expenditure always opens up a market for thousands of new mules used in heavy construction work.

Ar her fact which the average man doesn't take into consideration is the effect of droughts and crop failures on the railroads. While admitting of hand that these things hurt the farmer, merchant and manufacturer he forgets that when the farmer doesn't produce big crops and ship lots of live stock these things cut a big hole in the receipts of the transportation companies—forcing them to run trains that are only half loaded while thousands of empty box cars stand idle on the side tracks. During the last four years Missouri and the Corn Belt generally have had three severe droughts and the railroads possessed no magic power which enabled them to escape their full share of the resulting consequences. They bear no charmed life which places them above the inexorable law of cause and effect—no romanticism's art which changes dross into gold or a deficit into a surplus. Well might they exclaim with Shylock in his pathetic defense of the Jew. "If you prick us, do we not bleed? If you tickle us, do we not laugh? If you poison us, do we not die?" Adv. (To be continued next week.)

NOTICE.

There is a billiard coming. Are you ready for it?

Now is the time to buy your stoves. The Celebrated WILSON HEATER and several other styles to select from at

MADIGAN'S.

Mare and Colt for Sale—Inquire at this office.

FALL MERCHANDISE

We have just received a Splendid Line of FALL AND WINTER GOODS:

- | | | |
|-----------|--------------|--------------|
| Shoes | Underwear | Clothing.... |
| Hats | Caps | Hosiery |
| Blankets | Comforts | Cloaks |
| Overcoats | Rubber Coats | Corsets |
| Ties | Piece Goods | Shirts |
| Rubbers | Overshoes | Felt Boots |
| Pants | Wool Shirts | Sweaters |

In fact, our FALL LINE is Very Complete. The Prices are now Very Low, the Goods of Splendid Quality!

Our GINGHAM is the Bockfold "Amoskeag"—recognized as the BEST 10c Gingham in America. Our FLANNELLETTE is a Very Heavy Quality; Solid Colors on the "Amoskeag" Flannellette: a Great Value for 10c.

NOTICE.—We have just put in the well known "DUST-PROOF" WARNER'S CORSET.

B. N. BROWN.

IRONTON, MO.

Re-elect Stone, Says Bryan.

Senator William J. Stone of Missouri has been nominated by the democrats at the recent state primary for a third election by a majority over both his opponents of about 112,000 and by plurality of about 150,000.

Up to March, 1913, the democratic party was in the minority in the senate.

During his service as a minority member, Senator Stone's work in opposing objectionable measures urged by republicans, and in striving in the interest of the people for constructive legislation along democratic lines, won for himself an enviable position in the esteem and confidence of his colleagues in the senate and of his constituents in Missouri. Since the incoming of President Wilson's administration, Senator Stone has at all times been the loyal friend of the administration and has rendered valuable services in pushing forward the great constructive work accomplished during this period. He is at the head of the great committee on foreign relations, and ranks next to the chairman of the committee on finance—these being two of the most important and powerful committees of the senate—and he is also a member of several other important committees primarily charged with the consideration of legislation of high moment to the country. There should be no doubt about his re-election. It is the highest importance that a democratic majority should be maintained in both houses of congress, for it that should not be so it would make it impossible for the president and congress to move on independently and unhampered in the great constructive work still remaining to be done. But even though both houses remain democratic, the defeat of the senator from Missouri would still be a distinct loss. This is a time when the country stands in special need of the counsel and service of experienced and well tried public servants, like the senator from Missouri. Let every democrat in Missouri make it his business to ensure the re-election of Senator Stone.—W. J. Bryan.

Democratic Press Bulletin.

He that is not for us is against us. Think this over, Mr. Democrat, and decide right now whether or not you will go to the polls and endorse the Wilson administration with your vote the first Tuesday in November.

The Democrats will have a big majority in Missouri this fall, of course. In view of the wonderful party achievements in both State and Nation, it ought to be the biggest majority of them all.

How many Missouri citizens are aware of the fact that during the first twenty months of the Major administration the sums collected from regular sources of revenue were \$1,782,790.02 more than during the first twenty months under the Hadley administration—and all this without increasing the State levy to the extent of a single penny. Didn't the Democratic platform promise a business administration? And are not our Democratic officials delivering the goods?

"Blanket" Ballot for Missouri.

Missouri voters, after a lapse of 20 years, again will vote in November under a "blanket" ballot system, by which the name of every candidate for office is on one piece of paper. In some sections of the State, especially in the cities, these blanket ballots will be about half the size of a newspaper page.

The new law further provides that this "blanket" ballot shall be so printed that each party column of candidates shall alternate in the first place at the left side of the ballot.

In this manner, no party ballot will have the advantage of the "lead" place. The ballot will be so printed that a space will be left below the name of each candidate in which a substitute may be written, if the voter desires to "scratch" his ticket. The voting will be done as heretofore when the ballots were printed separately, the voter being forced to write in his choice of candidate should he not desire to vote the straight party ticket.

The new "blanket" ballots also will prevent the former practice, carried on in both the country and the city districts, of the judges and clerks of each party counting only their own party tickets and accepting the other's count as correct. All the election judges and clerks will have to examine all the ballots.

The 15 constitutional amendments to be voted on in November will be printed on a separate ballot from that containing the names of candidates for office. It is feared in some quarters that this fact may result in many electors not taking time to vote separately on these amendments.

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roads by the State was only \$35,970. During the first twenty months of the Major administration the amount was \$617,074, a difference in favor of the Democrats of \$581,044. Every dollar of this money came from automobile licenses and other sources other than regular taxation. During the same period, without any increase in the State levy, the State spent \$420,188 more for the public schools than it spent during the same period of the Hadley regime.

In its platform of 1912, the Democracy of Missouri made eleven specific promises to the people. Here they are, count 'em: Public Service Commission Law, Laws Aiding Rural Schools, Revision of Drainage Laws, Acts Authorizing Commission Government of Cities, Good Roads Legislation, Board of Pardons and Paroles, Revision of Tax Laws, Home Rule Act, Law Reform, Workmen Compensation Act, Ratification Senatorial Election, Amendment to Federal Constitution. The Forty-seventh General Assembly, a Democratic body, made good on every one of the eleven, enacting laws to cover nine of them, and commissions are now at work perfecting measures to cover the other two. The Democratic party makes good.

Thanks to the last legislature, an eight-month term of school is possible in every rural district in Missouri; teachers training courses have been established in all parts of Missouri; rural high schools are springing up on every hand, and the educational facilities of every neighborhood are away in advance of what they have ever been before. All these things have come as a vindication of agitations started by Howard A. Gass, the Democratic nominee for Superintendent of Schools. He is one of the best and most practical school men Missouri has ever produced, and is a Christian gentleman of the highest type. He ought to poll every vote in the state, regardless of politics.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure it local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only Catarrh cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO., Toledo, O. Sold by Druggists, etc. Take Hall's Family Pills for constipation.